

clock to determine what other punitive measures they may take against the company.

So sure was General Manager Edward A. Maher of the Third Avenue that the men would go out that he telephoned to Chief Inspector Schmittberger in the evening to arrange for police protection. The inspector made a tour of the company's barns and other properties to determine the minimum number of policemen required to safeguard them.

Oscar S. Straus, chairman of the Public Service Commission, and Mayor Mitchell made an earnest effort to hold the red car men to their pledge to submit all differences to arbitration. In the afternoon the two underwriters of the now abrogated agreement of the new abrogated green car strike tried to arrange a public hearing with the Third Avenue leaders. To this Louis Fridiger, attorney for the union, objected. Later he promised to bring the men with whom Mr. Straus and the Mayor wished to plead to the room at the Bar Association.

Mayor Mitchell and the Public Service chairman were at the appointed place at 7 o'clock in the evening. They were joined by Fridiger, but the rest did not appear. After waiting nearly two hours the Mayor, accompanied by Mr. Mitchell, left in a taxi cab. Fridiger went away in another machine, saying he was going to round up the last delegation.

When Mr. Straus reached his home at 11 o'clock he told reporters waiting there that the conference had been held and that he "had hopes."

"I can't tell you what happened," he said. "I promised the union men not to."

**No Trouble in Subway.**  
Save for sporadic outbursts of violence, in each case quickly quelled by the police, the third day of the strike passed uneventfully. A stranger in town, riding on "L" or subway, would hardly have known anything out of the ordinary was in progress, although he might have wondered that the service given on the surface lines was not better. Underground and overhead, the schedules were maintained and the number of surface cars in operation was increased.

While the subway and all elevated lines continued yesterday the normal service which they have upheld since the beginning of the car men's strike, little change for the better could be seen on the green car surface lines.

On one line, the Broadway & Amsterdam, not a wheel turned during the entire day. On the others, in general, there was no advance over the service furnished on Friday.

The Thirty-fourth Street crosstown ran eight cars instead of three, as on Friday, but the Broadway and Columbus line dropped from Friday's maximum of forty-eight cars in operation to thirty-seven. Lexington Avenue operated thirty-five cars instead of thirty-three. Fourth and Madison ran twenty-nine instead of twenty-eight. Fourteenth Street crosstown seventeen instead of twenty-two and Twenty-third Street crosstown seventeen instead of fifteen.

Theodore P. Shonts, president of both affected companies, explained that the plan to throw thousands of strikebreakers on to the surface lines had been abandoned. This was the scheme worked out by Frank Hedley, vice-president and general manager of the Interborough Rapid Transit and the New York Railways companies.

Up until 1 o'clock in the afternoon, he had announced, any strikers who would return to work and sign his "pink plan" contract, renouncing union affiliation, would be reemployed. After that the strikebreakers, held in reserve to insure continuous operation of the rapid transit lines, were to have been used to restore surface schedules.

It was announced by the company that, although only ninety of the 4,000 green car strikers had returned to their jobs, many more, fearing to run the gauntlet of pickets at the barns, had telephoned their intention of doing the same. Union officials said that "only a few" had been lured from the strikers' ranks.

Mr. Shonts, who is not so hearty an advocate of the heavy hand as his general manager, announced in the evening that no strikebreakers whatsoever would be used as motormen or conductors on the green cars.

**Seeks to Avoid Violence.**  
"The use of strikebreakers is one of the surest ways of inciting violence," he said.

Neither Mr. Shonts nor Mr. Hedley appeared alarmed by the action of the coal barge men. They said that the company had normally a supply of coal on hand sufficient for ten days, that additional stores had been accumulated when trouble threatened and that their coal agents had assured them there was no cause for worry.

When Mr. Shonts was told of the union plan to call a general strike he made no direct reply.

"I sometimes wonder how much the people of New York will stand," was his comment.

## CAUSE OF STRIKE Baffles P. S. C.

### Union and Commission's Attorneys Long Discuss "Breach of Faith."

### HEARERS WEARY AS SESSION ENDS

### Question of Contracts Is Not One for Arbitration, Says Fridiger.

With Louis Fridiger, attorney for the Amalgamated Association of Street and Electric Railway Employees, as the only witness, the Public Service Commission adjourned its third session of investigation yesterday without discovering the essential cause of the traction strike.

Most of the time was used by the witness and Julius Henry Cohen, special counsel for the commission, in discussing "breach of faith," "the right to sign an individual contract," arbitration, and other familiar phases of the dispute.

At 4 p. m. Oscar S. Straus, of the commission, pressed his hands to his eyes wearily. Mayor Mitchell, standing out of the Equitable Building's twenty-fifth floor windows at ferryboats. Commissioner Henry W. Dodge yawned in the middle of one exceptionally long question put to the witness.

**Tired and Sensitive.**  
"We are both tired, Mr. Fridiger, and perhaps you are a little sensitive," commented Mr. Cohen, when he and the union's attorney became involved in a tiff over being fair with each other.

"Is it not a fact that the men claim breach of faith on the part of Mr. Hedley in circulating individual contracts among the New York Railways Company's employees?" Mr. Cohen asked.

Mr. Fridiger replied that it was. "Then what is your explanation of this?" continued the counsel for the commission. "In exactly the same way the Interborough and the New York Railways Company officials assert that our men taking a strike vote or an authorization to strike on August 31 constituted an act of bad faith on our part to do that in the light of all the facts. If you want me to offer an opinion on it, I can. Explain it, I cannot."

**Will Be Up to Commission.**  
"I cannot help what the company claims," retorted Mr. Fridiger. "It will be up to this commission, as far as its powers go, to determine and state whether it was an act of bad faith on our part to do that in the light of all the facts. If you want me to offer an opinion on it, I can. Explain it, I cannot."

Shortly before the hearing adjourned Mr. Fridiger argued that in the dispute over the reinstatement of fourteen union men after the strike a month ago there was no cause for arbitration because the action of the traction company officials constituted an open violation of the agreement made with Chairman Straus and Mayor Mitchell.

"Furthermore, from a legal point of view," he added, "I say that this present question of the contracts should not be one for arbitration because it is an open violation and breach of the agreement."

**Both Tell of "Violation."**  
"What good is an arbitration agreement," Mr. Fridiger asked Mr. Cohen, "if the lawyers for either side at a time when a controversy arises between them can take the position that this is a clear violation of the agreement and we don't need to go to arbitration?"

"That settles it," Mr. Quackenbush seemed to take that position yesterday and you take that position today."

When the witness was asked if Chairman Straus had not telephoned him on September 6 that he believed it would be unwise to strike on the New York Railways lines, Mr. Fridiger objected. "That was a most unfair question," he cried, "and I want a chance to 'expunge' the question." "Intending," Chairman Straus, "clear the record," Mr. Fridiger agreed to this suggestion. The hearing will be resumed at 10:30 to-morrow morning.

### Teutons Claim Advance of 50 Miles in Rumania

Berlin, Sept. 9 (by wireless to Sayville, N. Y.).—Correspondents with the Bulgarian and German forces invading Rumania report that along the Black Sea coast an advance of eighty kilometers (about fifty miles) beyond the frontier already has been made. They express the opinion that the progress of the invaders, who have occupied several important positions on the coast and elsewhere in Dobruja, explains the irresolution and comparative inactivity of the Rumanian forces, which, having invaded Transylvania, are now merely sending out small detachments to reconnoitre.

Not only Rumanians, but Russians have been defeated by the Bulgarians in Dobruja, the correspondents say, and this destroys the legend that Bulgarians will not fight Russians.

## TRIO CAUGHT STEALING ROOF OFF OLD TOMB

### Judge Thinks Whipping Post Would Fit Jersey Youths.

Greens and a clanking of metal came from Old First Cemetery in Passaic about cock-crow yesterday morning. With his club poised and his heart in his boots, a policeman cautiously investigated.

He found three youths ripping the copper roof from a vault more than eighty years old. They said they were William Wilson, of 7 State Street; Michael Zerk, of 73 Main Avenue; and James Wilson, of 34 Main Avenue, Passaic.

"You're the meanest of thieves," said Judge Costello in the City Court, holding them for the grand jury. "There ought to be a whipping post for men who would steal from the dead."

## GARRISON TO ACT FOR 3D AVE. LINE

### Whitridge Names Arbitrator—Asks Mayor to Bid Car Men Hurry.

Frederick W. Whitridge, president of the Third Avenue system, wrote to Mayor Mitchell yesterday afternoon that he had asked Lindsey M. Garrison, former Secretary of War, to serve as representative of the company on the board of arbitration provided for in the agreement of August 7 to settle disputes between the union men and the streetcar company. The letter follows: "You are, I believe, one of the 'underwriters' of the agreement of August 7 between this company and the employees thereof. The officers of the company received from the men twenty-six requests for changes of rules and have had many conferences in respect thereto. In the beginning of these conferences the men were told what we could do and what we could not do, and after the last conference, at which time the enclosed letter was handed to Mr. O'Brien, we understood that we should receive within forty-eight hours from Wednesday last a statement from the men what they were prepared to do."

"I have, however, heard nothing from them. We have faithfully performed the contract so far as it is possible, and we are ready to go ahead with the arbitration with the least possible delay."

"I have asked Lindsey M. Garrison, of New Jersey, to act as our arbitrator, and he has consented to do so. I ask you to be good enough, as one of the 'underwriters' to this contract, to have him nominate their arbitrator forthwith, and also to fix some date within the next few days when, if the men shall not have named their arbitrator, you think I shall be justified in considering that the men wish to abrogate that contract by calling out every car from Getty Square to Coney Island, or in some other way."

"I am sending a copy of this letter to Fitzgerald and his associates, and I shall be very much obliged if you can do anything to bring this business to a head, about which at the moment the world is being flooded with mere talk."

### HE TRIES TO SAVE CASH AND DIES IN FLAMES

### Shopman Darts Back Into Store and Is Trapped.

A container filled with paraffin oil, which John J. Daley, manager of a trucking firm's office at 132 East Forty-second Street, was heating, exploded yesterday and scattered the blazing oil over the office. George Moretes, a clerk in a neighboring store, ran in to help Daley beat out the flames.

Finding his efforts in vain, Moretes dashed into the fruit store next door and warned George Bandores to escape. Flames were lapping at the front of the fruit store when Bandores reached the door.

"My money!" he exclaimed, and darted back. The flames leaped across the front of the store and cut off his only means of exit. His charred body, with what once had been a handkerchief clutched in his hand, was found by firemen.

### SAYS DUTCH SOLVED BLACKLIST PROBLEM

### E. W. Thompson Declares Conditions Can Be Ameliorated.

E. W. Thompson, a New York lawyer, told of the activities of the American consular service abroad in caring for the interests of Americans affected by the British blacklist, on his arrival on the steamship St. Louis last night.

He said that despite the fact that blacklist conditions might not be immediately solved, they could be greatly ameliorated.

The Dutch have solved the problem," said Mr. Thompson, "by the formation of the Overseas Trust, which guarantees to the British government that all merchandise entering Holland will not reach the Germans."

## GOMPERS READY TO HALT 750,000

### Unions May Suspend All Trades Here for 24 Hours to Help Car Men.

### NATIONAL FEDERATION TO TAKE OVER STRIKE

### Labor President Will Confer with Traction Union Leaders To-day.

Samuel Gompers, president of the American Federation of Labor, takes charge to-day of the situation developed by the traction strike. At the same time the movement ceases to be the affair of the Amalgamated Association of Street Railway Employees and becomes the fight of the American Federation of Labor.

Immediately on Gompers' arrival from Boston this afternoon he will go into conference with a committee of the Central Federated Union, headed by James Holland, president of the state branch of the American Federation of Labor; William R. Fitzgerald and his associates, representing the striking streetcar men; William Connors, international president of the Longshoremen's Union; Timothy Healy, international president of the Stationary Firemen, and other prominent labor leaders, local and national.

The general subject for discussion will be the local situation. The programme advanced at a meeting of the Central Federated Union on Friday night will be taken up.

### General Strike Planned.

This programme calls for a strike of all traction employees in the metropolitan district, suspension of work on all new subway contracts in which the Interborough may be interested, a strike of the longshoremen who handle coal and other supplies for the company, as a beginning of hostilities.

This is to be followed, according to the programme, by a suspension of work for at least twenty-four hours by all trades affiliated with the American Federation of Labor in New York.

Hugh Fitzgibbon, the representative of Gompers in New York, refused last night to discuss the action that may be taken at to-day's meeting.

"There is nothing to be said until after Mr. Gompers arrives and action is decided upon," he declared. "The meeting is called for 2 o'clock to-morrow afternoon, but it may be later in starting, for Mr. Gompers cannot leave Boston until 10. Meantime, I do not believe that anybody should indulge in predictions of what will happen. It is better to wait for action."

William B. Fitzgerald, who was in conference with James H. Yabey and Louis R. Fridiger, counsel for the Amalgamated, would add nothing to Mr. Fitzgibbon's statement.

The general situation so far as the Interborough and the New York Railways Company is concerned he said was satisfactory.

### More Motormen Quit.

"We have pulled out over 150 motormen from the 'L' and subway and 200 more from other jobs, according to the reports made at our meetings to-day," he said. "The green car situation speaks for itself to any one who has seen the operations."

Relief was current in strike headquarters in the Hotel Continental, that all of the traction men, Third Avenue and Yonkers included, and excepting Staten Island, would vote to strike when ordered by Fitzgerald or a deputy. Staten Island is not expected to strike because of its isolated position and the fact that on Friday night the local union voted to remain at work so long as the Richmond Light and Power Company lived up to its contract. Meantime an assessment of \$2 per week per man for those on strike is effective.

The calling of these strikes, it was explained, would wait action by Mr. Gompers and his associates this afternoon, Fitzgerald turning his power over to that official. This was in part, at least, confirmed by Fitzgerald last night.

He told reporters yesterday morning that the situation was satisfactory to him.

"The men are satisfied," he declared, "and are standing pat. The people of this city are going to see the greatest labor demonstration this part of the country, at least, has ever seen. Shonts will never win this fight."

During the day Fitzgerald and his associate organizers made several tours of the city, visiting the various halls where the men on strike were meeting. At these meetings the strikers were told they were sure to win, that substantial aid was about to be rendered them, and to try to keep out of trouble.

"All hell cannot beat you if you stand steady," one man in the Interborough lines, of whom it was asserted, 152 were motormen.

## PUBLIC IS ON OUR SIDE, SAYS SHONTS

### Tells How He Is Building Up Normal Car Service Gradually.

### 1,992 WORKERS QUIT UNION FOR SERVICE

### Green Line Head Alleges Strikers Are Intimidating Women.

Theodore P. Shonts, president of the New York Railways Company, last night explained how he intended to try to overcome the green car strike. He means to restore normal service gradually and without resort to strikebreakers. New men are being taken on, but Mr. Shonts made it plain that they were no fly-by-night strikebreakers, but streetcar men by trade, recruited through the regular channels, though with some special effort.

It appears that a project to jam things through in strenuous order by filling the gaps with Jim Waddell's strikebreakers, a method said to have been favored by Frank Hedley, general manager, has been superseded by the

There were several instances of men being attacked on their way to the barns. A few minutes before 1 o'clock a motorman, breathless and with two black eyes, dashed into the Fifth Street barn, after a tussle with angry strikers. The black eyes didn't seem to concern the man half so much as the fear that he would not reach the barn by 1 o'clock.

Other examples of rough work by the strikers are reported. Mr. Shonts told of a death threat made to the wife of a streetcar man who remained loyal to the company.

"Four big huskies went to this man's house," said the surface line president, "and told his wife if her husband did not quit work he would be beaten up. They came back, informing the woman

her husband was still at work and that if he didn't quit he would be killed. That sort of thing makes my blood fairly boil. If there is any manhood in this town they are not going to stand for intimidation of women."

Mr. Shonts said he wanted to make it clear he was not trying to break unionism.

"I'm not trying to break any man's union," he said. "I'm only trying to protect my own men, this company and serve the public. I am not fighting organized labor. A branch of organized labor is fighting me, and I am protecting myself and my interests."

"Do you feel any alarm over the coming of Mr. Gompers, or the threat to tie up the city by a walkout of all unions?" he was asked.

"Sometimes I wonder," parried the traction chief, "just how much the people of New York will stand?"

"My coal men assure me it will not," replied Mr. Shonts. "They say they will be able to carry out all their contracts."

### ALLIES' MINISTERS MEET

### Lloyd George and Montagu at Conference on War Resources.

London, Sept. 9.—A series of conferences has been held this week in Paris between the French and British Ministers for War and Ministers for Munitions, says an official statement to-day. "David Lloyd George and Edwin Samuel Montagu were accompanied by representatives of the War Office and the Ministry of Munitions and by officers from the staff of General Sir Douglas Haig."

"An interchange of views took place as to conclusions to be drawn from the recent military operations. Measures were discussed for the most effective employment of the joint military resources of France and Great Britain, and satisfactory conclusions were reached."

### Signalman Killed in Subway

Peter Finley, of 324 East Forty-second Street, a signalman's helper in the employ of the Interborough for three years, was killed by an express at the Ninety-sixth Street station yesterday. He failed to see the train as he was walking the track. Alfred Shapiro, motorman, a regular operative, could not stop his train until five cars had passed over the man's body.

### 10 YEARS LOST, MEETS BROTHER ACROSS TABLE

### Old Picture on Passport Brings Restaurant Recognition.

Frederick Cruse was just eleven years old when he left his home in Gibraltar for a life on the sea. Albert, his six-year-old brother, saw him off at the dock on an old bark bound for China. For ten years not a line told his people where he was. Albert, who had given his brother up for lost, sailed away recently on the Standard Oil tanker, Luciline, which landed in Bayonne, N. J., yesterday.

Soon after docking, Albert went to Herman Sellers restaurant, in East Twenty-second Street, Bayonne. Later a stranger entered the place and seated himself at the table with Cruse, who sat pondering over some mail, among which was his passport with a photograph attached.

Suddenly, the stranger saw the picture, leaped to his feet and, throwing his arms about the young sailor, cried: "You are my brother, Bertie! I am your brother, Fred! Don't you remember me?"

It had been ten years since the brothers last met.

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